

Official and Classified ADVERTISEMENTS

SITUATIONS VACANT

KENT AND ESSEX SEA FISHERIES COMMITTEE

The Committee invites Applications from persons with extensive practical knowledge of sea fisheries and, in particular, inshore sea fisheries for the post of Head Fishery Officer for Kent.

The salary will be within the range £2,922 - £3,186, plus a supplement of £112 a year, to the qualifications and experience of the successful applicant.

Further particulars and a form of application can be obtained from the Clerk of the Committee, County Hall, Maidstone, Kent. Closing date, 27 September, 1978.

For an advertisement, and all applications should be sent to the Clerk of the Committee, County Hall, Maidstone, Kent. Applications will be considered on a confidential basis.

SKIPPED for modern 10 ft steel motor, 15 hp, to work west coast of Scotland, excellent opportunity for experienced skipper with fishing, cruising, etc. Write giving full details to: Skipper, c/o Box No. 327.

WANTED experienced person for buying and handling herring, whitefish and shellfish, particulars on request. Box No. 328.

SERVICES

DECK hand/mate required for inshore MFV currently working Barmouth. Ability to mend and repair boats an advantage. Telephone: Thain 68540.

EAST COAST DIVERS St. Andrews. Telephone: 3720 - for all under water work.

WANTED

FISH processor requires a secondhand Bander 184 or 185 cutting machine, please state age, condition, and price. Box No. 328.

WANTED: good condition spares for Volvo 1214 hp. 31 in. bore P.V.T. marine engine, variable counter engine, etc. Write giving full details to: Skipper, c/o Box No. 327.

WANTED: three cylinder, air-cooled 15 hp, either marine gearboxes or clutches, any small diesels up to 15 hp, industrial or marine, large quantities wanted. Telephone: Heywood (0708) 60588.

WANTED: good wooden hull with shaft, D/D or carvel, in good condition, engine if possible, required for building up to own design, 40/50 ft. lowest price paid. Telephone: 6305-8871.

LIVE sea wanted, top prices, collected, London, 45 Crosby Road, Hull. Telephone: Hull 781758.

WANTED: flywheel complete with start ring to suit K3 Kelvin. Please Telephone: Ian Smith, Hordlepool 09318.

£200 for divers helmet, ship's telescope, £100, wheels full size, £100. Various Seafoods, 255 upwards paid, chisellers, £175 plus, ship's clocks, navigation lamps, compasses, etc. Write to: Skipper, c/o Box No. 327.

WANTED: three cylinder, air-cooled 15 hp, either marine gearboxes or clutches, any small diesels up to 15 hp, industrial or marine, large quantities wanted. Telephone: Heywood (0708) 60588.

WANTED: good wooden hull with shaft, D/D or carvel, in good condition, engine if possible, required for building up to own design, 40/50 ft. lowest price paid. Telephone: 6305-8871.

LIVE sea wanted, top prices, collected, London, 45 Crosby Road, Hull. Telephone: Hull 781758.

Aberdeen show

Continued from page 1

"Coastal communities like those at Buckie, which I know so well, whose culture and prosperity depends on healthy fisheries industry, are filled with anxiety."

"The Government's own fiscal and social policies, particularly those related to regional development, are subject to strains."

"In this situation it is questionable whether 55 million consumers in the United Kingdom, requiring a continuous supply of food at reasonable prices, can be satisfied."

"For all these reasons, we in the United Kingdom have every incentive to seek a clear policy which will make for a secure and prosperous industry."

"It is futile and dangerous to believe that we, either in Scotland or elsewhere in the United Kingdom, can resolve these uncertainties and formulate an acceptable policy entirely independent of our colleagues in the Community."

"To do so would be to ignore the realities of economic and political life."

"The task of the Government is to pursue the claims of our fishermen with the utmost vigour, believing our cause to be strong and just."

"The negotiations being conducted at present on modifications in the European Community's fisheries policy may well determine the future of the industry for many years to come."

"For this reason alone the fishing industry deserves top consideration from Government, particularly bearing in mind the likely adoption of the 200-mile exclusive zone by the international conference."

"In these circumstances it seems to me to be dangerously complacent for anyone to believe that a 12-mile protected limit is in any way commensurate with our national interest."

"We have a strong case to support us when the Community reviews its fisheries policy. It is worth recalling that the present Community fisheries agreement allowing a 12-mile exclusive zone around most of Scotland was established at a time when this world 'norm' was 12 miles."

"There is likely to be general agreement soon that this 'norm' should become 200 miles; indeed, many countries have individually imposed their own 'norm' of this size."

"This comparison is particularly important, not least because many coastal communities depend almost exclusively upon the success of their fishing fleets. The European Community policy does recognise the principle that preference should be given to coastal communities heavily dependent upon fishing."

"The policy of conservation of fish stocks, which is the North-East Atlantic Fisheries Commission's policy, is a highly efficient because of the way in which several national fleets disregard the agreements completely."

"Moreover the rules applying to the conservation of particular species are flouted, although we in Britain are careful about the need to observe closely the rules relating to conservation."

"In this light let us look at the arguments which support us."

"First, no other Community country stands to lose much as we do when the 200-mile limit is imposed."

"Secondly, no other country stands to gain so little as we do by having access to other Community coastal zones open to it."

"We catch one-third of our fish in what is now called the third-country waters. Conversely the Dutch catch nearly two-thirds of their total catch off other Community coasts; the French nearly a half; the Belgians nearly a third; the Germans only seven per cent."

"It is probably that 56 per cent of the fish caught in what has come to be called the Community fish pond would come from United Kingdom waters."

"This is just not acceptable. Nor would it be in accordance with Community policy, which is based on acknowledging the special interests of individual members in particular spheres, whilst at the same time reconciling them with the interests of the Community as a whole."

"You, the British fishermen, are claiming a 50-mile protected zone. This is a disproportionately modest request in relation to the world wide changes which are now taking place."

"Outside the Community we shall all, no doubt, have to accept what the majority in a world conference decide to do. Inside the Community we are negotiating with our friends and partners."

"Others in Europe can rightly claim that their fishing industries employ more people than does our own."

"Yet, as I have already said, the arguments on our

side are powerful and have to be put forward persuasively, so that an acceptable solution can be found which is fair to the British fishermen and in the best interests of the Community as a whole."

"Even an acceptable solution to our national fishing limits will not suffice, however, to meet the requirements of our offshore fleet once the 200-mile international limit is established."

"When, as Prime Minister, I negotiated a successful conclusion to the first cod war with Iceland — a settlement which certainly proved to be in the interests of the British fishermen — I realised that at the end of the two years for which it was valid we would need to have alternative fishing grounds."

"I asked the Minister of Agriculture to use his facilities for research to explore the opportunities open to us."

"This was done and I was one of the first to set the whiting for breakfast as a result."

"What is required is an appreciation of the fact that, in a nation, we have to adapt ourselves realistically to modern conditions; that we must now speedily develop new fishing grounds for our offshore fleet; and that consumers the supplies we need for our daily food will of a novel kind — but just as nutritious as those in the past and at a reasonable price."

"The British Fishing Federation naturally welcomed the 200-mile limit announcement, but a spokesman said we need an exclusive UK 50-mile limit and we are sticking to that demand."

"Anger was its immediate reaction to the latest EEC proposals. The Government will have to fight them."

"The commission has either failed to appreciate, or ignored, the views of Britain and Ireland and is not taking into account the size of the two fleets. It is a return to the

plus a special quota for regions dependent on local grounds."

"The 200-mile move is a shot across the bows of the EEC, although it was predictable. The French already have their own legislation for similar action, so the UK had to follow suit. Also, it would prompt the EEC to get a move on so that a deal to fish on off Ireland can be negotiated."

"The BFF is still demanding a 50-mile limit because it wants to see coastal states take control of their own stocks. Without this, quotas would continue to be abused."

"If we had our own wide exclusive zone, sensible quota arrangements and better net mesh rules, the UK would be able to look after its own stocks and guarantee our catch."

"The Government has made loud noises with the

turn to page 12

VOLVO PENTA

THE POWER THAT LIVES UP TO THE REPUTATION OF THE PENTA

Tel. 081-652 9161 (10 lines)
Telex. 82476

side are powerful and have to be put forward persuasively, so that an acceptable solution can be found which is fair to the British fishermen and in the best interests of the Community as a whole."

"Even an acceptable solution to our national fishing limits will not suffice, however, to meet the requirements of our offshore fleet once the 200-mile international limit is established."

"When, as Prime Minister, I negotiated a successful conclusion to the first cod war with Iceland — a settlement which certainly proved to be in the interests of the British fishermen — I realised that at the end of the two years for which it was valid we would need to have alternative fishing grounds."

"I asked the Minister of Agriculture to use his facilities for research to explore the opportunities open to us."

"This was done and I was one of the first to set the whiting for breakfast as a result."

"What is required is an appreciation of the fact that, in a nation, we have to adapt ourselves realistically to modern conditions; that we must now speedily develop new fishing grounds for our offshore fleet; and that consumers the supplies we need for our daily food will of a novel kind — but just as nutritious as those in the past and at a reasonable price."

"The British Fishing Federation naturally welcomed the 200-mile limit announcement, but a spokesman said we need an exclusive UK 50-mile limit and we are sticking to that demand."

"Anger was its immediate reaction to the latest EEC proposals. The Government will have to fight them."

"The commission has either failed to appreciate, or ignored, the views of Britain and Ireland and is not taking into account the size of the two fleets. It is a return to the

plus a special quota for regions dependent on local grounds."

"The 200-mile move is a shot across the bows of the EEC, although it was predictable. The French already have their own legislation for similar action, so the UK had to follow suit. Also, it would prompt the EEC to get a move on so that a deal to fish on off Ireland can be negotiated."

"The BFF is still demanding a 50-mile limit because it wants to see coastal states take control of their own stocks. Without this, quotas would continue to be abused."

"If we had our own wide exclusive zone, sensible quota arrangements and better net mesh rules, the UK would be able to look after its own stocks and guarantee our catch."

"The Government has made loud noises with the

fishing news

September 24, 1978

No. 3295

Est. 1913

12p

Diesel engines from 200 to 10,000 bhp
MIRRELL'S BLACKSTONE DIESELS

200-MILES ON JANUARY 1 —but EEC rejects 50-mile zones



Foreign Secretary and MP for Grimsby, Anthony Crosland, has told the EEC that Britain will declare a 200-mile limit. Talks on how the grounds will be divided up can then be held between EEC partners and third countries.

BRITAIN will have a 200-mile fishing limit on January 1. Foreign Secretary, Anthony Crosland, told the EEC this on Monday when he said Britain would go it alone if the EEC was not ready to act.

However, the UK fishing industry's troubles are only just beginning as the EEC's latest fishing policy proposals reject British and Irish fishermen's claims for a 50-mile exclusive zone. It has been made clear that the Government will not even press for 50 of the 200 miles to be exclusive to the UK.

There is not a hope in hell of getting 50 miles, Hugh Brown, Under Secretary of State for Scotland, said in Aberdeen last Friday.

Mr. Brown was speaking at the International Fisheries Conference staged in conjunction with the highly-successful Catch '78 exhibition which closed this week.

It was a shocked audience of fishermen and industry representatives who heard Mr. Brown's bombshell proclamation. The Government is not in a strong bargaining position and the idea of a 50-mile limit is just not realistic, said Mr. Brown.

It is oversimplistic to think that a 50-mile limit would solve all our problems. What we have got to do is "look at the availability of fish and our right to catch them."

The EEC confirmed Mr. Brown's revelations on Tuesday when it was suggested that the new Common Fisheries Policy should allow only six to 12 mile exclusive zones for member countries.

Donald Loudon, said of the Isle of Man season last week: "There is a shambles there". The fleet is chaotic after about 3,000 tons of herring.

Gilbert Buchan, of the Scottish Fishermen's Organisation, made an emergency dash to the Isle of Man when the crisis built up last week. He said the Manx fishery had a 'big potential' if we had been allowed to fish.

Boote from Scotland, England, and Northern Ireland, are working off the Isle of Man and the skippers believe they could soon have a surplus if the Manx quota is restricted to 8,000 tons. The Manx fishing is not looking attractive yet.

plus a special quota for regions dependent on local grounds."

"The 200-mile move is a shot across the bows of the EEC, although it was predictable. The French already have their own legislation for similar action, so the UK had to follow suit. Also, it would prompt the EEC to get a move on so that a deal to fish on off Ireland can be negotiated."

"The BFF is still demanding a 50-mile limit because it wants to see coastal states take control of their own stocks. Without this, quotas would continue to be abused."

"If we had our own wide exclusive zone, sensible quota arrangements and better net mesh rules, the UK would be able to look after its own stocks and guarantee our catch."

"The Government has made loud noises with the

turn to page 12

plus a special quota for regions dependent on local grounds."

"The 200-mile move is a shot across the bows of the EEC, although it was predictable. The French already have their own legislation for similar action, so the UK had to follow suit. Also, it would prompt the EEC to get a move on so that a deal to fish on off Ireland can be negotiated."

"The BFF is still demanding a 50-mile limit because it wants to see coastal states take control of their own stocks. Without this, quotas would continue to be abused."

"If we had our own wide exclusive zone, sensible quota arrangements and better net mesh rules, the UK would be able to look after its own stocks and guarantee our catch."

plus a special quota for regions dependent on local grounds."

"The 200-mile move is a shot across the bows of the EEC, although it was predictable. The French already have their own legislation for similar action, so the UK had to follow suit. Also, it would prompt the EEC to get a move on so that a deal to fish on off Ireland can be negotiated."

"The BFF is still demanding a 50-mile limit because it wants to see coastal states take control of their own stocks. Without this, quotas would continue to be abused."

"If we had our own wide exclusive zone, sensible quota arrangements and better net mesh rules, the UK would be able to look after its own stocks and guarantee our catch."

"The Government has made loud noises with the

turn to page 12

plus a special quota for regions dependent on local grounds."

"The 200-mile move is a shot across the bows of the EEC, although it was predictable. The French already have their own legislation for similar action, so the UK had to follow suit. Also, it would prompt the EEC to get a move on so that a deal to fish on off Ireland can be negotiated."

"The BFF is still demanding a 50-mile limit because it wants to see coastal states take control of their own stocks. Without this, quotas would continue to be abused."

"If we had our own wide exclusive zone, sensible quota arrangements and better net mesh rules, the UK would be able to look after its own stocks and guarantee our catch."



Shell is catching

Shell marine oils are as much a part of these as the fish. Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

At Grimsby, Lowestoft, Fleetwood, Hull and Aberdeen, Shell are the main bulk oil suppliers. Elsewhere, they're ready at the docks of every major fishing port. Even while the roach sea, Shell technology is on call. Extensive research facilities are there to help you. With so much at stake, it pays to pick Shell.

SHELL MARINE LUBRICANTS

Cash needed to end cook shortage

FLEETWOOD Fishing Vessel Owners' Association has come up with a formula to end the port's current shortage of trawler cooks.

The association has had discussions with Blackpool College of Technology and it has been agreed that a course for cooks should be started.

However, whether the course goes ahead depends on the Training Services Commission, which would provide most of the cash for the project.

The chairman of the FVOA's training committee, Jim Hod, said: "If the TSC goes along with our proposals we are going to try to improve our training on the deck, on engineering, and have a proper catering course as well."

He said that, traditionally, cooks had been trained by sailing as assistants, but fewer such posts are available with the reduced number of vessels working Iceland.

Also, cooks had been attracted to shore-based catering and other branches of marine catering."

He said of the scheme: "After applicants have finished their training, and a few trips give them an idea of the practical side of the job, they should be able to stand on their own feet."

depends on the Training Services Commission, which would provide most of the cash for the project.

The chairman of the FVOA's training committee, Jim Hod, said: "If the TSC goes along with our proposals we are going to try to improve our training on the deck, on engineering, and have a proper catering course as well."

He said that, traditionally, cooks had been trained by sailing as assistants, but fewer such posts are available with the reduced number of vessels working Iceland.

Also, cooks had been attracted to shore-based catering and other branches of marine catering."

He said of the scheme: "After applicants have finished their training, and a few trips give them an idea of the practical side of the job, they should be able to stand on their own feet."

He said that, traditionally, cooks had been trained by sailing as assistants, but fewer such posts are available with the reduced number of vessels working Iceland.

Also, cooks had been attracted to shore-based catering and other branches of marine catering."

depends on the Training Services Commission, which would provide most of the cash for the project.

The chairman of the FVOA's training committee, Jim Hod, said: "If the TSC goes along with our proposals we are going to try to improve our training on the deck, on engineering, and have a proper catering course as well."

He said that, traditionally, cooks had been trained by sailing as assistants, but fewer such posts are available with the reduced number of vessels working Iceland.

Also, cooks had been attracted to shore-based catering and other branches of marine catering."

He said of the scheme: "After applicants have finished their training, and a few trips give them an idea of the practical side of the job, they should be able to stand on their own feet."

He said that, traditionally, cooks had been trained by sailing as assistants, but fewer such posts are available with the reduced number of vessels working Iceland.

Also, cooks had been attracted to shore-based catering and other branches of marine catering."

METAL SHOP RE-BUILD PLAN

AN old-established Fleetwood company is planning extensions and improvements which could create new jobs.

Fleetwood Trawler Supply Ltd. still has to receive planning permission for the project to extend its sheet metal works and hardware shop.

Manager and director, Clive Outram, said the move showed that the firm has faith in Fleetwood's future as a fishing port.

He added: "Trawler Supply has been in Fleetwood about 60 years and the building has become a bit patchy of old and new, but the improvements would enable us to get a better throughput."

"There is no intention of leaving the building and saying the building is going down. We have to look for further development."

CYGNUS Marine, of Fleetwood, has launched its first GM26 fishing boat. It has fitted out the GRP hull with a 26 ft. hull and a 26 ft. hull.

The chief executive of the Anglo-Scottish Fish Producers' Organisation,

Manager retires

MR. J. ARNOLD JAMES retired on August 31 after completing 49 years with Coastal, the fishing gear suppliers. He had been manager of Coastal's Newlyn, Cornwall, branch since 1958.

Henry Corin, who has been assistant manager at Newlyn under Mr. James, officially took over the branch manager on September 1.

Coastal's chairman, John M. T. Rose, presented Mr. and Mrs. James with gifts at a recent dinner at Penzance.

landed a catch last Friday. With the markets holding so firmly at the moment, the Grimsby season — which normally ends in, or around, mid-September — looks like continuing, weather permitting, for some time to come.

The main agents, Bee, Sleight and Chapman, foresee no immediate fall in demand.

TWO-DAY 'WONDER'

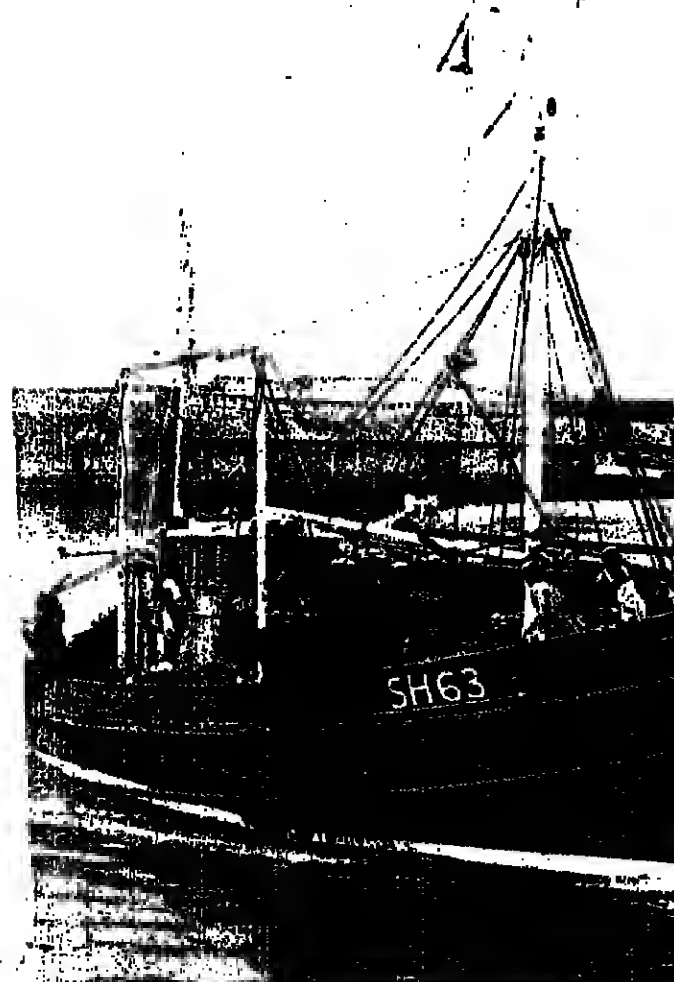
at Grimsby and a spokesman described the skipper's effort as "really wonderful".

Chapman's also had a busier week with the inshore dogfish liners but, with prices climbing back to the £20 a kit region, bad weather towards the end of the week again clamped down on fishing and not a solitary inshore boat

(over 90 kits) was cod, but there was also a fine show of haddock and a few flays.

"It's as fresh as a daisy," commented one merchant as the catch was being discharged, adding: "You don't often see fish like this at Grimsby. In such quantity these days, it was a real wonder."

Courage was agent by Sam Chapman & Sons Ltd.



THE 21-ton Soarborough inshore boat Courage (above) is making a habit of dropping in at Grimsby with useful catches.

On Wednesday last week, skipper-owner Fred Normen picked up £4,550 for just two days' fishing. The boat caught 142 kits of top-quality fish and the bulk of the catch

CASH FLOWS AT CATCH '76



After officially opening the show, Lady Tweedemuir broadcast a goodwill message to the skipper and crew aboard the local side trawler *Burnbank*. Skipper Willie Mair radioed back from the 217-ton ship his best wishes for the show.

THE CATCH '76 exhibition at Aberdeen got off to a flying start last week with over 3,000 visitors on the first day.

There were few signs of the depressed state of fishing as by the second day of the show orders were running at £4m, with the prospect of plenty more to come.

First in with an order was Volvo Penta — for a 198 hp engine for a new 45ft. wooden trawler to be built at Bangor Shipyard, Northern Ireland.

It was a big debut for the Spanish net and corralage firm, Redexpart, which after only two days had orders running at £173,000. Another satisfied overseas customer was Bander of Germany. It had heavy enquiries for the new 16ft gutting machine.

Making its first break into the Irish fishing market was the Belgian ABC engine firm with an order for a 900 hp engine. This is for an 80ft. boat to be built by Forber of Smidhaven. The £350,000 vessel is expected to be delivered in ten months and will have a Masean gearbox, Baidouin auxiliary diesel, Bopp winch and a VP prop.

Setting the pace on the electronics scene was Marconi, with £120,000 of orders in the first two days. Marconi sales included: three net monitors, three of the new Chromascope K colour recording fish-finders, one Fishgraph/Fishscope installation, a number of VHF sets, three 400 watt radio telephones, Graphetta Kecho sounders, and a complete installation including sonar for a new vessel.

COMMENT

THE GOVERNMENT'S intention to declare a 200-mile limit took some of the heat out of the situation created in Aberdeen last week by Hugh Brown, Under Secretary of State for Scotland with special responsibilities for fishing. But fishermen's fears will rightly be stoked up to burning point by the EEC's rejection of a 50-mile exclusive zone.

As a Government representative, Mr. Brown seemed to be using the occasion to prepare the industry for a deal which could cut the British fishing fleet in half. The EEC soon backed up his statement with its latest Common Fisheries Policy proposals.

As his only defence, Mr. Brown put forward the unconvincing argument that even to get a 12-mile limit would be an advance on the original 'fish up to the braches' doctrine of the EEC, which would have applied in 1982.

The statement that the Government would not be pressing for a 50-mile limit coincided suspiciously with the appointment of John Silkin as the new Minister of Agriculture and Fisheries last week. This will now give the new Minister the opportunity to heap blame on his predecessor.

Mr. Brown's performance at Aberdeen did nothing for his already low reputation among the fishermen of Scotland. There are very real fears among the seine net men that they will be excluded from their best fishing grounds when Norway extends her limits next year. Around 60 per cent of the Scottish white fish catch comes from this area. All Mr. Brown could say was that any deal with Norway would have to be done through the EEC. He did not appear to grasp the urgency of the situation.

With his defeatist talk about not being in a strong bargaining position with the EEC, Mr. Brown has thrown away a trump hand in any future negotiations. How can he reconcile this kind of talk with the fact that Britain is the major fish catching nation among member countries?

Now that the Government has taken this important 200-mile step, it should stimulate the EEC to get talking quickly with Norway and Iceland about reciprocal fishing rights — and an adequate exclusive zone for the UK and Ireland.

ordered by the Burwood Fishing Co., an subsidiary of the Wood Group of Aberdeen, as a sister vessel to *Chrysos* which now trawls out of Aberdeen. BUT is expected to operate the vessel from Aberdeen and she is to be named *Pericles*.

Campbeltown Shipyard has received an order to build

an 85ft. stern trawler for Faroe. She will go into service next spring for a partnership headed by two of Faroe's top fishermen, Peter Nolsøe and Sølvas Andreassen.

The yard won the contract in the face of fierce competition from builders in France, Norway and Faroe. The boat will be built to the special

requirement of the skipper who will be concentrating their efforts within the 200-mile fishing limit around Faroe which will come into effect in January.

With 140 exhibitors, Catch '76 is Scotland's biggest ever fishing show and looks well set to be a regular feature on the fishing scene.



Above: Lady Tweedemuir opens Catch '76 on Friday last week — two days later than planned because of storms. She said she is pleased to see the Scottish fishing industry is in a better state than last year. During all the fishing industry's problems, she said, people tend to forget that the families of fishermen also have to endure great hardships.

Processing

There were some wide smiles on the processing side, too. A complete shellfish plant was sold by Intel Engineers to Moray Fish Supplies of Buckie. This machine, worth £30,000, will be going to the factory for a two-week evaluation period.

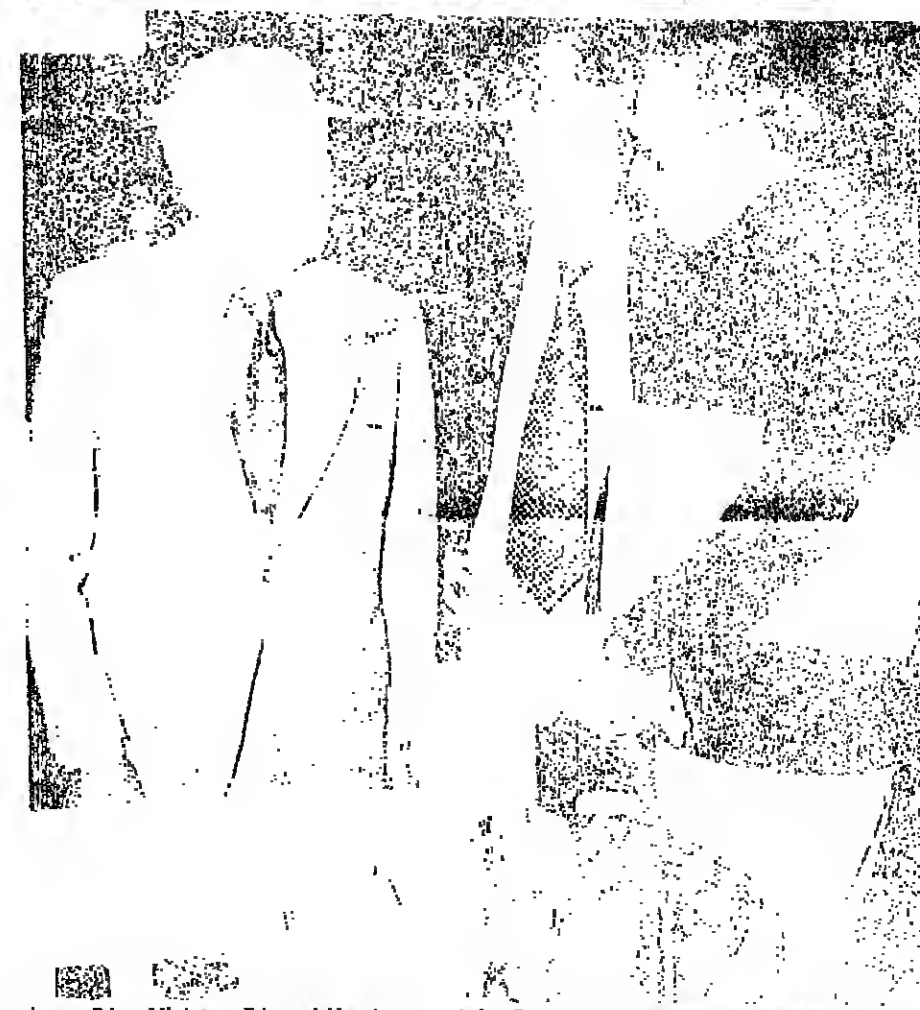
Another local firm, Refrigeration (Aberdeen) Ltd., pulled in £63,000 worth of business, which included ice-making plants for Shetland and Northern Ireland.

On the first day of the show British United Trawlers announced that it is negotiating to buy the 127ft. stern trawler *Shielwood* which is being built at the Goolie Shipbuilding and Repair Co. yard. The vessel was originally

Right: Mr. Heath — Fishing News in hand — smiles as he talks with Editor, Harry Barrett, at the Arthur J. Hargrave (Publications Ltd.) stand. Also in the group are show organisers, Desmond Coochran (left), and Fishing News Advertisement Director, Fred Parsons.



Above: top table during one of the conference sessions. Seen left to right are Willie Hay, chairman of the Scottish Fishermen's White Fish Producers' Association; R. Barry Fisher of the USA who spoke on technical developments and conservation; and D. N. MacLennan of the DAFS.



Former Prime Minister, Edward Heath, toured the Catch '76 stands on Wednesday last week, also making his strong appeal on fishing limits. Here he is seen talking to Eric Hunt (right), of Cummins Engines. Mr. Heath was escorted on his tour by the editor of *Fishing News*, Harry Barrett.

Freezer ship agent looks for mackerel

THE PLAN to base a Japanese factory ship in Cornwall to freeze mackerel is expected to go ahead from November 1.

The 498ft. *Mitsi Muro* is at present thought to be south of Laa Palmas, in waters off West Africa.

No site to moor the 8,268-ton freezer ship has been confirmed but a spokesman for her agents said it has been agreed that a shore-based operation. It does not want to transfer catches at sea, but this is possible.

Trouble-free landing for Icelandic trawler

THE FIRST Icelandic trawler to land in Britain since the end war met no trouble when she unloaded

ed 1,487 kils which grossed £42,007 this week.

The trawler, *Dagny*, will be followed by many more during the winter said John Olgeirsson, Iceland's Consul in Grimsby.

ORKNEY SALVAGE

ORKNEY fishermen David Reid has salvaged a 60 ft. converted fishing boat after she had been driven ashore on one of the barriers between the islands on Orkney's east coast.

Shropshire Lass, with her two elderly owners on board, had an anchor chain part in a northerly gale.

When the boat grounded on the barrier, the two crew scrambled ashore and it was next morning that David Reid carried out the salvage while he was reacting a boat of his own which had also been driven ashore.

Shropshire Lass was towed off by *Golden Quest*, based at Orkney, and temporary repairs are being made.

Traditionally, Iceland has always supplemented the Grimsby market in the run-up to Christmas when the supply of fish from local boats can be restricted.

Fire hits "Viking"

HULL Fire Brigade rushed to Albert Dock early on Monday morning to put out a fire aboard Lloyd's trawler *Arctic Viking*.

The fire gutted the galley and crew mess rooms and the accommodation was badly damaged by heat and smoke. A night watchman, the only person aboard, escaped unhurt.

D. R. Carden, Lloyd's general manager, told *Fishing News* that it was difficult at that moment to estimate the cost of damage and its cause.

He added that *Arctic Viking* had been laid up for some time after being on oil rig standby duties and that the owners had been thinking of putting the vessel back fishing out of Grimsby before the fire.

McTay Fishing vessels in STEEL!



'ADELPHI'

Now completed by McTay/Miller for Peter Murray of Anstruther

McTay Marine Limited

Port Causeway, Bromborough, Merseyside, U.K.
Tel: 051 334 5461 Telex 628387



VERSATILITY WORKBOATS OF RYE
RYE YACHT CENTRE
RYE, SUSSEX.
TN31 7HJ, ENGLAND.

DESIGNERS and BUILDERS OF HEAVY DISPLACEMENT WORKING CRAFT UP TO 16 TONNES.

In Glassfibre Reinforced Plastic — In Hull form or any stage of completion.

Consultants to H.M. Ministry of Defence
Designs Approved by The White Fish Authority & The Department of Trade and Industry.

FIREMEN RESCUE TWO IN CABIN

TWO MEN were rescued by firemen after being trapped aboard Northern Eagle last week while breasting up the vessel at a Hull yard.

The men, Walter James Rea (40) and Raymond Benn (40), were revived by resuscitation equipment after being pulled out of the smoke-filled stern by firemen wearing breathing apparatus. They were taken to Hull Royal Infirmary to be treated for burns to the face and hands and exposure to fumes. The men were stated to be "poorly, but improving".

WFA rate changes

CHANGES in White Fish Authority and Herring Industry Board loan interest rates were made on September 11.

The new rates of interest for fishing vessels under 80ft and new engines are: up to five years, 12½ per cent; five to 10 years, 12½ per cent; 10 to 15 years, 14 per cent; over 15 years, 14½ per cent.

For processing plants: up to five years, 14½ per cent; five to 10 years, 14½ per cent; 10 to 15 years, 14½ per cent; 15 to 20 years, 16½ per cent.

Herring boats 'to sail south for mackerel'

AN INVASION of south west waters by Scottish trawlers and purse seiners could start on October 5 or 6.

This was the forecast given by Donald Loudon, chief executive of the Anglo-Scottish Fish Producers' Organisation.

Mr. Loudon said that more and more boats were joining "a circus-type operation". He said about 80 Scottish boats displaced by the ban on herring fishing in the North Sea — which came into effect at midnight on Sunday — had moved down to the Isle of Man after herring.

The Isle of Man fishery closes on October 4 after which I can well imagine that the boats will go in the south west after mackerel.

These boats would have gone after herring in the Minch, but the fishing there this year is "not looking good". Mr. Loudon said he did not think the mackerel could withstand for very long the kind of fishing it would be subjected to.

"Some of the northern boats are involved in such a



Donald Loudon

financial outlay that their owners are convinced they are going to go bankrupt," Mr. Loudon said. "There are some desperate men who, if they are going to go out, would like to go out with a flourish."

Mr. Loudon said a series of meetings was being planned to see what could be done. The first was on October 1 between representatives of the various producers' organisations. On October 14, there was to be a meeting at the Ministry of Agriculture, Fisheries and Food with special reference to the mackerel crisis.

He said the various POs had been asked to get together and sort out the problem themselves, but they



Jimmy Lovie

were tending instead to get into "a confrontation situation" during the meetings.

Talks were going on in London on Monday between Tony Burne, the principal at the Ministry in charge of conservation, and Jimmy Lovie, chief executive of the Scottish Fishermen's Organisation and Gilbert Buchan, of the Scottish Herring Producers' Association.

An spokesman for the Ministry said that they had written to the producer organisations reminding them that they had an obligation to relate supplies to demand, and not to just "fish, fish, fish" regardless.

He said: "We have asked for weekly returns to be made so that we can keep the situation under continuous review."

MP calls on Arbroath to back meeting

A CONFERENCE for Arbroath fishing industry is to be held in the town on October 2 to give everyone the chance to air their views.

The meeting, which will be chaired by Allan Caird, secretary of the Arbroath Fishermen's Association (AFA), has been convened by Andrew Welsh, SNP MP for South Angus.

He said: "My aim is to have every section of the fishing community in Arbroath represented at the meeting — fishermen, merchants, wholesalers, representatives of the fisheries research laboratories, Ministry of Agriculture and Fisheries and other fishing experts. The situation in the fishing industry is above party politics now."

"I want to have every view of the local fishing community covered so I can put their case fairly and squarely before the Government."

Mr. Caird, who discussed the proposed meeting with the AFA board last week, catalogued some of the points his members would be raising with Mr. Welsh.

These included: the Department of Trade and Industry regulations for safety

at sea and the heavy costs of surveys, which amount to over £500; the demands being made in the surveys of vessels, which Mr. Caird described as "ridiculous"; problem of fishing limits which has caused a massive rift between the fishermen and the Government; and the prospective fishing quotas, which may be halved by next year.

Mr. Caird added: "I would appeal to all fishermen, and particularly skippers, to turn up at this meeting and air their views."

The meeting, which will probably be held in the Arbroath Hall in Arbroath Street, was also welcomed by the Arbroath Fish Merchants' Association.

Its secretary, Morris Scott, said: "We're delighted" would welcome the meeting shown by our MP and Mr. Caird in inaugurating it.

"Everybody will be able to air their views and the meeting will give the fishing community at large the chance to hear the experts have in mind the future of the industry general."

Crabbers protest as gear losses mount — FRENCH HIT TOO

SHELL FISHERMEN in South Devon and France have joined in complaints about the activities of Eastern Bloc trawlers in the Channel.

Crabbers from Plymouth, Salcombe, Dartmouth and Pigeon are claiming that Iron Curtain trawlers operating off the south coast of Devon are not avoiding their strings of pots. Hundreds of pounds worth of gear, as well as fishing time, is being lost.

Maurice Browne of Browne Bros., Paignton, which operates three crabbers in the 50ft range and processes catches at its harbour-side factory, said there seemed to be more Eastern Bloc trawlers than ever.

They were mid-water trawling some 35 miles off St. Point and were often carrying away the marker buoys. Equipment could be lost and, at best, fishing time was sacrificed in dragging for unmarked pots.

One boat, said Mr. Browne, lost 15 pots of a string in one incident.

Prices make up for bad weather

MARKETS were excellent at Milford Haven last week because the fleet's catches were cut by bad weather on all the fish sea grounds.

Top ship of the week was *Green Wilson*, commanded by Skipper Ross Evans, which made £4,761 from 163 kits.

The pocket trawler *Westerdale* (Skipper Frank Reynolds) managed to salvage something from a weather-hit trip by making £2,808 from 65 kits. Included in the catch were three kits of cod, 10 of whiting, 25 of hake, one of turbot and brill, 15 of plaice and eight of sole.

Two of the port's successful south-fishing vessels also landed last week. *Rosevear* (Skipper Alex Simpson) made £4,389 from 148 kits, while *Piston Sea Eagle*, with Skipper Robert Foster in command, made £3,688 from 118 kits.

Later in the week the market fell away to some extent. *Andrew Wilson* (Skipper Fred Thompson) landed 30 kits, including more than 30 of cod, 45 of haddock, 10 of sole, 18 of rock, and 120 of dogfish, which sold for £2,521.

Starbuck averaged just £15 a kit for a total of £1,648. In the inshore section the dingie were cut by weather which kept vessels out for long periods. There was particularly disappointing due to the big demand for plaice which made up an average of £250 a kit. There was an excellent demand for sole and the other inshore varieties.

BOSTON, DARTMOUTH FISHERIES North Devon (Skipper Chris Brown) made £3,710 from 148 kits, while *Green Wilson* made £4,761 from 163 kits.

GAMBLE LANDS A RECORD



THE 108ft. North Sea trawler *Loueden* (above) became the latest Grimsby vessel to write her way into the record books with a port high for the 100-110ft. class of £11,778 from 321 kits on Wednesday last week.

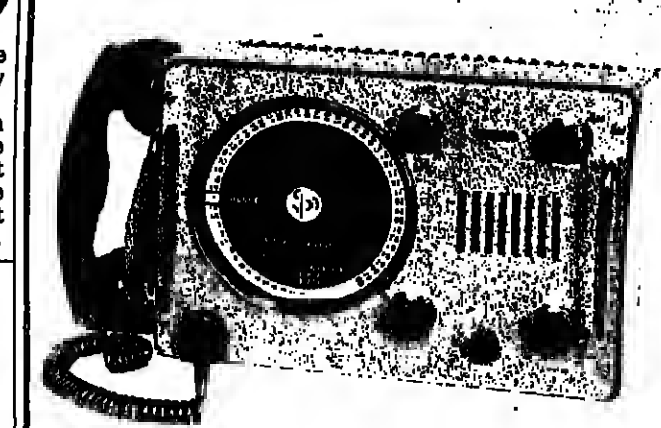
Loueden, and her sister-ship *Lofoten*, are among the smallest trawlers operating from Grimsby and the big grossing was a well-earned bonus for owners, Lindsey Trawlers Ltd., the port's only remaining specialist North Sea trawling company. It had gambled on putting both vessels back fishing after laying them up earlier in the year.

Skipped by George Ireland, *Loueden* spent 13 days at sea and, but for some really stormy weather, would almost certainly have bettered her grossing. Included in her catch were 88 kits of plaice and lemons, 184 of codatuffs and nearly 50 of dogs.

fishing news

Editor: Harry Barratt
Assistant Editor: Ian Strutt
Scottish Correspondent: Gloria Wilson
Advertisement Director: Fred Purcell
Managing Director: W. A. Cathles
Published weekly.
Postal subscription rate: 27 pence annum.
Registered as a newspaper at the Post Office.
110 FLEET STREET, LONDON EC4A 3JL
Telephone: 01-363 6961

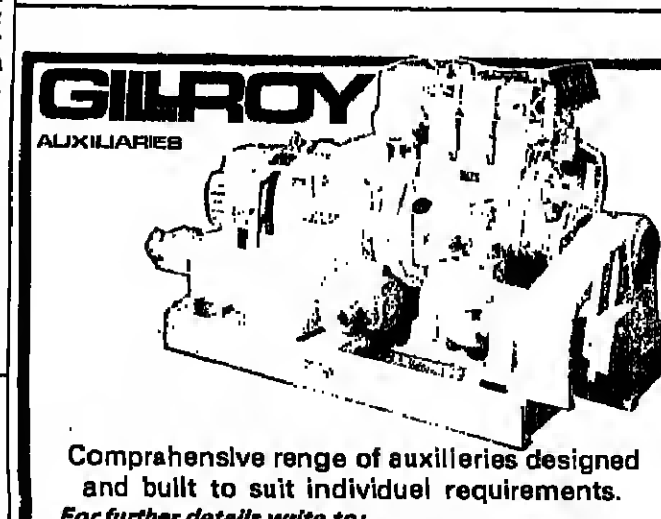
SAILOR marine radio equipment



SAILOR 55
CHANNEL VHF

Price:
£450 — 12 or 24 volt

Details from:
S P Radio
Carolyn House,
Dingwall Road,
Craydon CR9 2XR
Tel. 686-5361
S P Radio
Albert Street
Grimsby
Lincs
Tel. 555953
S P Radio
8 Howard Street,
Edinburgh
Scotland
Tel. 556-3955
S P Radio
Woolsons Ltd
Grove House, Dyce
Aberdeen
Tel. Dyce 2884.



Comprehensive range of auxiliaries designed and built to suit individual requirements.

For further details write to:
Wilmar Engineering Services (Aberdeen) Ltd.
Craigshaw Road West Tullos Aberdeen

ROBERTSON NET DRUMS



JAMES ROBERTSON & SONS
(Fleetwood) LTD.
DOCK STREET, FLEETWOOD FY7 6JH
Telephone 3413 Telex 87231

Attack on survey fees

AN INSHORE fisherman, faced with the cost of having his vessel surveyed under the new Department of Trade and Industry legislation has come out with a hard-hitting attack on the regulations.

Brian McElroy, who owns the 30-year-old inshore vessel *Condo*, said at a general meeting of the Fleetwood Inshore Fishermen's Association that through North Fylde MP, Walter Clegg, he had got a breakdown of the costs involved.

He claimed the department had said that for his boat the survey alone would cost more than £500. The rate for inspection is £10.24 an hour.

Ex-Brekkes man dies

LEN BECK (63), a former general manager of fish merchants Brekkes Ltd., has died at Fleetwood where he has lived since his recent only retirement due to ill health.

He had been with Brekkes for 17 years and, in recent years, was in charge of the company's overland fish selling department which handles Scottish fish.

Earlier he was with Associated Fisheries. For many years he was a widely known figure in the Hull fish trade.

There would be a separate charge of £56 for the radio inspection. The survey would be taking 49 working hours.

Mr. McElroy said at the meeting: "I was absolutely dumbfounded when I learned about the cost and even more so after seeing the breakdown of the costs. What are the department trying to do, kill off a big part of the industry and put us out of work?"

'Crazy'

"I believe in safety at sea as much as anyone, probably more, because it is my skin which is at stake when I go to sea. If it had been a reasonable figure, what could I have done but pay it? What they are asking, however, is crazy."

He added (referring to the survey fee): "That fee of £500 could just be the start. The inspector could decide that a lot more needed doing in the way of modernisation of equipment."

He said that 49 hours for a survey was a long time. "That

is the equivalent of over six full working days. In addition the department demanded that 30 per cent of the cost should be deposited with them. I have shown their breakdown to a ship's surveyor and he claimed that he could have done half the job on the list in a half a day. So how can the department justify this time and expense?"

Mr. McElroy added: "The costs involved are extortionate. It would have been hard enough when fishing was enjoying a boom. Now it's almost impossible." After more discussion it was decided to refer the matter to the department about the charges.

There will be a request by the association to Mr. Clegg to make further representation to the appropriate Government bodies.

In addition, other inshore fishing associations would be contacted in the hope that a national effort could be made on the matter.

Inquiries would be made whether any Government bodies would provide grants for work.

MESSAGE FROM NEW MINISTER

JOHN SILKIN, the new Minister of Agriculture, Fisheries and Food, issued a message to the industry on taking up his new post.

He said: "I would like, in taking up my new office, to send this personal greeting to everyone in the agricultural, horticultural, fishing, food and drink industries."

"I am conscious of the important task the Prime Minister has given to me in making me responsible for such a vital part of our economic life."

"These industries have a fine record of contributing to the well-being of the nation and I want to see them thrive through efficient development. I will do my best to provide the conditions in which this can be achieved."

"In particular, I am anxious that representatives of each of the industries, for which I have a responsibility, know that I am available to discuss with them their plans and problems."

Divers to map wrecks

DIVERS at Christchurch are diving between Mudeford and the Needles to prepare a chart of all the wrecks in the area.

A number of wrecks are already known, but the team of club divers is investigating areas where fishermen say they keep snagging nets.

Peterhead tops £10m.

WHITE FISH landings at Peterhead last week totalled 20,910 cwt. valued at £320,854, bringing the port's earnings since January 1 to a record £10,291,789.

This is the first time that the port has exceeded the £10m. mark for white fish landings. The previous best total for 12 months was £8,660,000 in 1974.

Dogs for Fleetwood market

THE former Belgian pocket trawler *Susan* (Skipper Derek Reader) grossed £3,750 at Fleetwood last week for 201 kits, including 183 of dogs, after a three-day trip.

On the same day the pocket trawler *Reolite*, under the command of skipper John Rawcliffe, returned with 21 kits, including 125 of dogs, which sold for £3,913 — the vessel's biggest grossing to date.

The 110ft. *Doris Wilson* (Skipper John Banks) also landed last week. *Rosevear* (Skipper Alex Simpson) made £4,389 from 148 kits, while *Piston Sea Eagle*, with Skipper Robert Foster in command, made £3,688 from 118 kits.

Later in the week the market fell away to some extent. *Andrew Wilson* (Skipper Fred Thompson) landed 30 kits, including more than 30 of cod, 45 of haddock, 10 of sole, 18 of rock, and 120 of dogfish, which sold for £2,521.

Starbuck averaged just £15 a kit for a total of £1,648. In the inshore section the dingie were cut by weather which kept vessels out for long periods. There was particularly disappointing due to the big demand for plaice which made up an average of £250 a kit. There was an excellent demand for sole and the other inshore varieties.

BOSTON, DARTMOUTH FISHERIES North Devon (Skipper Chris Brown) made £3,710 from 148 kits, while *Green Wilson* made £4,761 from 163 kits.

WELSH FIRM TO BUY FIVE NEW TRAWLERS

A RECENTLY formed Welsh company is to buy five trawlers of a new design. The first is to be launched on September 30 at the Prince of Wales Dock, Swansea, for an unnamed owner.

The first boat, named *Sorlo*, has been designed by Skipper Brian Llewellyn, a marine engineer of Bony-maen, Glamorgan, after talking to local skippers. He has incorporated their ideas in a

new type of stern and also a 50-hp diesel engine type 8JPM developing 270 hp, has a gross tonnage of 32 and can carry 1,800 stone of fish.

She has been built by the London-based company of Twinmoor Ltd. at Briton

Ferry, Glamorgan, South Wales, and is designed to operate with a crew of three out of Milford Haven for up to seven days. All her machinery is hydraulically controlled from the wheelhouse.

More details in *Fishing News* soon.

Icelandic fish every 10 days

AN ICELANDIC company is to send a cargo ship loaded with fish meal and stockfish to the Suffolk port of Ipswich every ten days.

Most of the stockfish is expected to be shipped out again to Nigeria. The company, Hafskip of Reykjavik, stopped sending consignments through the port three years ago.

Swanella in for repairs

THE 1,779-ton Hull freezer Swanella (below) put into Fleetwood after developing trouble with her engine room switchboard last week. The vessel was heading for the fishing grounds from Milford Haven where she had unloaded her catch when the trouble occurred. J. Merr and Son Ltd. staff from Hull assessed the damage and decided to have repairs carried out at the Wyre port.

COD TOPS £40 A KIT AT GRIMSBY

COD is currently out- pricing haddock on Grimsby market and North Sea shelf cod has been changing hands at prices frequently in excess of £40 per kit.

The port has been going through another period of slack landings, mainly due to the harsh weather on the near middle water grounds.

There were top prices, too, for Icelandic codstuffs and Skipper Colin Newton in Boston Group's Belgoon headed another good week for the seven Icelandic landings. She had a 258,889 grossing from 2,075 kits after a 22-day trip.

Just behind, BUT's Ross Ramillies (Skipper David Scott) also did well with 256,523 from 1,819 kits, but the really outstanding distant water performance came from Consolidated Fisheries' Spurs (Skipper W. G. Hardie, Jr.).

One of the smallest trawlers working Iceland, the 140-footer notched up 249,281 from 1,837 kits after a 22-day trip and, in doing so, she topped Consolidated's previous best-ever Icelandic grossing.

The middle water fleet working the Faroes and Westerlies again found gale-force winds a major problem.

Fast time

Catches were down all round, but even so there were useful grossings from Ocho (215,619 from 629 kits) and Ocho (214,769 from 621 kits) of the H. L. Taylor fleet. Ross Jogan (215,318 from 654 kits) after only 12 days, Ross Khoroum (215,381 from 642 kits) and Ross Panther (215,068 from 688 kits) led the BUT landings.

Skipper Chris Olsen in Richardson's Linda Lise narrowly bettered Edlei (Skipper-owner Leif Grave-

sen), working through the Sleight agency, with a 28,126 top grossing from 242 kits, including some fine big North Sea cod. Leif had the 'misfortune' to strike a pond of haddock in his 226 kits and in normal circumstances, on a less cod-biased market, could have snatched a new port anchor-seiner grossing record.

The John R. agency dominated pair landings with Anno Michelle (Skipper Michael Josephsen) and Sonia Jone (Skipper David Bewley) grossing a combined 223,786

from 721 kits, again mainly North Sea cod.

After an indifferent run, the Sleight pair Solueig Borum (Skipper David Sher-riff) and Ling Bonk (Skipper David Rose) did very well with 572 kits, which just fell short of 218,000 by 21.

Top shot by the Inshore liners working dogfish came from Skipper Harvey Holbrook in Wellepring with just 52 kits through the Chep-man agency, but only 188 kits were landed all week from four vessels. Prices were well in excess of 225 per kit.

..Fleetwood merchants paying premium prices

FLEETWOOD vessels returning from the Iceland grounds last week were rewarded with good grossings due to an excellent cod market.

The stern trawler Gouina (Skipper John Reddington) had more than 1,000 kits of the variety in her total of 1,227 which sold for 234,338.

Not far behind was the stern trawler Boston Beverley (Skipper Hugh MacMillan). She worked Iceland before returning with 1,065 kits, including 900 of cod, for a grossing of 230,828.

Iruono (Skipper A. Patterson) landed a similar catch to

Beverley's, but her total included more than 800 kits of codling. This sold well to give the vessel a grossing of 230,330.

Completing the distant water landings was the side trawler Elio Hewett (Skipper Jim Buckley). She made 223,401 from 809 kits.

For the middle-water trawlers it was again Rockall that provided the biggest catches. Top vessel from this area was the stern trawler Armona (Skipper John Burns). This trawler, since switching from Iceland, has had a run of success at the Rock and on her latest voyage she caught 738 kits, including around 600 of haddock, which sold for 215,931.

The vessel's sister-ship, Norino, commanded by Skipper Jeff Sumner, also worked Rockall and was rewarded with a catch of 738 kits, including more than 600 of haddock, for a grossing of 212,600.

It was not only the stern trawlers which found Rockall profitable. Two side trawlers also worked the area. Wyre Conqueror, under the com-

Small's fleet to 'make profit soon'

SMALL and Co. of Lowestoft has increased its oil-rig supply fleet to seven but remains "very much a fishing firm."

"Five of our Appleton-class trawlers are continuing their fishing operations" said a company spokesman. "Market prices seem to be firming and we believe it will not be long before our trawlers return to profitability."

"Meanwhile, we see no reason why the oil and fishing industries should not continue to prosper side by side."

The addition of the trawlers will provide further security to seagoing staff at a time when the fishing industry is having to struggle for survival.

Where will Italy's 'monster' fish?

THERE has been a hostile reaction from the new British Fishing Federation to the news that Italy has built what is believed to be Europe's biggest trawler.

The federation is to tell the EEC that the 4,000-ton vessel — twice as big as Britain's biggest freezer trawler — will not be welcome on northern fishing grounds.

There is speculation as to where the giant will fish. One report says the 108m. (350ft.) Assunta Tontini Madre may head for the south-east Atlantic hake grounds.

However, the vessel might be sent to fish off Britain and eventually, under present EEC fishing policy, she could



Italy's 4,000-ton freezer Assunta Tontini Madre is thought to be the largest built in Europe.

work up to our beaches! The ship, has been built by Societa Esercizio Cantieri SPA at Viareggio, on the Gulf of Genoa, and is powered by two diesels developing a total of 6,000 bhp.

Austen Leung, director-general of the British Fishing Federation, said: "A vessel as big as this would have an enormous catching capacity,

probably well in excess of 100 tons a day. Just a single ship of this size could cause great damage to some of our fish stocks. We shall be telling the EEC, through the Government, that we don't want to see her round our shores."

"It is generally accepted that the fishing effort on most northern fish stocks is already more than they can

sustain and, rather than introduce massive new capacity, the EEC is supposed to be planning the re-structuring of the European fleet to get rid of excess capacity, and ensure adequate conservation schemes are introduced and enforced."

The new ship is built to ICE Class 3 which means she is suitable to fish Arctic waters. Italy has no national quota or tradition of fishing on all major Arctic fishing grounds, especially those off Norway.

The Italians, who have been losing some traditional grounds off West Africa, may be looking on getting into northern waters through their EEC membership, or if the EEC fails to extend limits with the rest of the world.

THE Shetland pinner Serene had a wheelhouse window smashed last week while returning home from Fraserburgh in gales. The trip took some 27 hours.

End of worst salmon season

WHAT has been termed the worst Tweed salmon season for 80 years has closed.

James Reed, managing director of Berwick Salmon Fisheries Co., said catches of salmon, as well as trout, had been exceptionally light and he blamed the poor landings on the drought.

Normally the Tweed has flood water in July but this year it came only in recent days — too late to help.

PRICES BOOST FOR SCARBOROUGH

EARNINGS for Scarborough's fishing boats are of an all time high, thanks to the local PO which guarantees steady prices.

In just over four months, fish worth £12,844 has been landed — up some £182,000 on

the same period last year. "Denk" Molnprize, chairman of Scarborough Inshore Fishermen's Association, has also been

made chairman of the new Scarborough and Bridlington Producers' Association which aims, through the EEC, to get a better deal for the Yorkshire coast fishermen.

Mr. Molnprize says that, while in the past, some fish has been fetching as little as 25p a stone — prices have now been fixed and have been as high as £2 a stone.

Scarborough's fishing fleet is now the largest in living memory with 32 keel boats and 24 cobles.

A new boat *Our Heritage*, built at a cost of £150,000 for Skipper Colin Molnprize, is due to arrive at Scarborough shortly and an order for another new keel boat is in the pipeline.

Frozen food meeting has top speakers

A ONE-DAY seminar on the frozen food industry is to be held on Monday, October 4, at the Cunard International Hotel in London.

The seminar, running in conjunction with the Frozen Foods and Freezer Festival, will include a panel of speakers from the industry, universities and research

companies who will explain some of the social changes that affect frozen food supplies, distributors, retailers and caterers.

Heading the list of speakers is Magnus Fyke, secretary for the British Association for the Advancement of Science, on what he shall be setting in 1984. Other speakers who will try to answer the question 'Is the industry ready for tomorrow?' are Kenneth Webb, chairman of Birds Eye Foods Ltd., talking about the industry's future goals; Colin Birch of Findus on future developments in fish supplies; and Elizabeth Nelson, managing director of one of Britain's leading market research companies, on the changing consumer.

For further information contact: John Hiett Executive Services Ltd., 21 Lewis Road, Haywards Heath, Sussex, tel 0444 50476.

'Superfish' goes on the air

THE WHITE Flab Authority has launched a new series of 30-second radio commercials as part of its Superfish campaign.

The campaign, advertising fresh fish, frozen fish, fish fingers and fried fish, goes out from all the UK commercial radio stations at least 10 times a day in each area for four consecutive weeks.

The style of the commercials, which started on September 22, is entertaining with the basic message that fish is good value, good eating and good for health.

Mr. Bernard, a fisherman all his working life, was a one-time skipper and was owner of the ship *Shedda*. During the Second World War he served in the Royal Navy, and the Second World War joined the Royal Navy Reserve as a chief petty officer. He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

Foreign boats threaten Irish mackerel

IRISH fishermen are becoming alarmed that continued foreign fishing effort could wipe out their mackerel stocks.

This has led to a plea for an immediate EEC limit of 200-miles.

Meanwhile, fishermen at Waterford have negotiated their own limit to protect small boats working herring. Con Barlow, secretary of Waterford Salmon and Inshore Fishermen's Association, said an agreement had been reached with the south and east coast fishermen's associations that boats over 50 ft. would not fish in Waterford harbour estuary, between Hook Head Light and Dunmore East.

The limit would ensure a livelihood for some 120 fishermen at Dunmore East, Helvic and Slade. The restriction has been discussed with officials of the fisheries division of the Department of Agriculture who agreed it was desirable.

Fishermen on the south-east coast have called for a 50-mile fishing limit following the drastic reduction in herring landings at Dunmore East and Cobh last season due to over-fishing by foreign trawlers.

"The warning that mackerel stocks off Ireland could be wiped out if Russian, Roumanian and Cuban trawlers keep hauling huge catches has come in the wake of British concern over the stocks off Cornwall."

The concern of English fishermen has received support from the Irish Fish

Producers' Organisation (IFPO), which called for the immediate declaration of a 200-mile limit by EEC countries — and strict control over the imports of fish into the community.

Jim O'Connor, chief executive of the IFPO, said the Russians had landed a total of 101,000 metric tons of mackerel in 1974. No figures were available for Roumania or Cuba, but it had been shown, he said, that these countries are quickly building up trawler fleets to earn badly needed foreign currency for their economies.

Essential

"Fishing interests here are worried about the situation in which these trawlers are allowed to fish around our coasts," said Mr. O'Connor. "Six Roumanian trawlers have been tied up at the quay wall on the Liffey for the past six months and it is highly probable that they are beseeching themselves off the south coasts of this country and England."

He warned that an immediate declaration of a 200-mile limit was essential if stocks of fish were to be protected for EEC countries. The declaration would have to be taken irrespective of the last UN Law of the Sea Conference.

"That's how urgent the situation is," he said. "The interests of the Community countries will have to be protected. Our catch of mackerel was only 8,000 metric tons in 1974 and we must be given the chance to build up our fleets and protect our coasts from foreign trawlers."

Mr. O'Connor said that the Cubans had suggested that they should get fish quotas in the North-Eastern Atlantic area, the region Ireland goes fishing in.

"Along with that, we have a situation where large quantities of mackerel are being imported into the community. We, as producers, are not at all satisfied with the system of control over imports by third countries into the EEC. The solution to that is to bring in control of imports and price control," he added.

As members of the IFPO met with the shadow minister for Foreign Affairs, Michael O'Kennedy, to discuss the question of exclusive fishery limits, Jose Murrin said that at least some of the blame for the depletion of mackerel stocks off the south coast could be laid at the doorstep of the Roumanian trawlers.

"There has been very large catches of mackerel off the south coast in previous years, but last year's catch was very much down. The fishermen

are very worried about it."

"Already, at least one Roumanian has been caught fishing inside the limit and we suspect the it is going on all the time," he said.

Mr. Murrin is going to Scotland to meet fishermen for an exchange of views on the future of fishing and the question of exclusive limits.

EEC visit

The need to extend Irish fishing limit zones to 40 miles will be the main lobbying point of an all-party Houses of Parliament committee which will visit the EEC Commission in Brussels early next month.

The 16 member committee will highlight the necessity to expand the fishing industry while avoiding "scavenging" of Irish fish stocks by trawlers from fellow EEC countries.

Other problems down for consideration include the raising of EEC grants for replacement boats, harbours, fishing ports and on-shore processing plants.

Committee member, Senator John Boland, FO feels the Commission visit will clear up many of the grey areas over EEC aid, while at the same time impress on the Commission the need to foster the Irish fishing industry independently of other EEC countries.

Fourth time lucky for Glen Cova

ABERDEEN's newest trawler was named at the port's fish market on Tuesday — at the fourth attempt.

The boat, *Glen Cova*, was christened by Mrs. Vivienne Reid, wife of the office manager of J. Marr (Aberdeen) Ltd., the vessel's owners.

Mrs. Reid's first attempt to name the trawler failed. The second try saw the ribbon snap and the bottle of champagne fall into the dock.

After another bottle was tied to the ribbon, the third attempt failed. Then the champagne was smashed over the winch on the foredeck.

The trawler, which is just under 90 ft. long, was built on the River Thames by Cubow of Woolwich. She sailed to her home port without a naming ceremony.

Glen Cova is the first of a new class for Marr and she is expected to operate as a mid-water trawler. Her maiden trip will be to North Sea grounds.

OBITUARY William Stuart

WILLIAM STUART, DSO, managing director of J. & W. Stuart Ltd. from 1931 to 1966, died on September 12 aged 80.

He travelled widely selling nets and, during this time, met manufacturing units were opened in Portugal and Angola.

He served with the Lothian Border Horse during World War I and was wounded on the Western Front. He was a prisoner in Turkey during the last war, he was awarded a Home Guard battalion.

He is survived by a wife and son.

HENRY BARNARD

HENRY BARNARD, Great Yarmouth fishman, died on September 12 at the age of 76.

Mr. Barnard, a fisherman all his working life, was a one-time skipper and was owner of the ship *Shedda*. During the Second World War he served in the Royal Navy, and the Second World War joined the Royal Navy Reserve as a chief petty officer. He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

He was also a member of the Fleet Air Arm and spent his last years in the Royal Navy.

Specify POWERLIFT for your vessel

Complete range of haulers to suit your requirements with hauling capacities of 800lbs, 1400lbs, 2000lbs.

Self hauling sheave
Capstan
Combination
POWERHAUL sailer/trawl winch 2000lb pull

Full installation kits can be supplied 12 months warranty W.F.A. approved
AGENTS REQUIRED IN ALL AREAS

POWER ENGINEERING (IRL) LTD.
Adelaide Road, Bray, Co. Wicklow, Ireland.
Phone 860462. Telex: 30298.

UK distribution: Collin Manning
20 Hiltan Estate, South Stack Rd, Holyhead, Anglesey, Wales. Telephone: Holyhead 4415.

ALEXANDER NOBLE & SONS LTD.
BOATBUILDERS - GIRVAN
Quotations and designs for new vessels — repairs on our own slipways up to 150 tons — all types of machinery installed.

Ring
TEL: GIRVAN 2223

LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX
Telephone Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.

STANDARD VERSION — complete with 16 x 3000 lbs. outboard motor

length 33' 0"
beam 11' 0"
draft 3' 0"

HOBBY VERSION — complete with 16 x 3000 lbs. outboard motor

length 33' 0"
beam 11' 0"
draft 3' 0"

Designer: Robert Tucker, A.R.I.N.A.
BARE HULL WEIGHT: 2,300 lbs. Approx.
Part fitting out available. Details on request as shown at SATON 76.

FAST • STABLE • SEAWORTHY
The choice of professionals who know the sea and demand the best.

07 OF THE REV. CH.

-

.

.

SHIPYARDS in Poland are presently delivering a series of nine steel 100 ft. long-liners to owners in the Faroe Islands.

These ships, and several other new types for series building, were shown in model form on the stand of Poland's Navimar small-ship export organisation at the Nor-Fishing '78 fishing exhibition in Trondheim last month.

In this, its sixth showing, the Norwegian two-yearly international fisheries fair had 210 exhibitors representing more than 500 manufacturers of fishing gear, processing plant, fish finding and navigational equipment, plus a huge variety of other products for commercial fisheries.

The fair was visited by some 30,000 people from more than 40 countries. On two days during the week, fishermen also packed out seminar sessions which reviewed some of the more immediate problems of Norwegian and European fisheries.

In common with many other participants in the ex-

Faroe builds up steel long-liner fleet

NOR-FISHING SHOW REPORT

hibition, the representatives of Navimar said they had been impressed by the interest visitors had shown in their vessels and equipment.

They thought that the Faroe long-liners were among the most promising of the new designs from Polish yards, and they expected the first order for nine to be followed by others.

This shelter-deck vessel has an overall length of 108.6 ft., a length hp of 88.9 ft., moulded breadth of 24.9 ft. and depth moulded to upper deck of 18.7 ft. The ships are being built to Det Norske Veritas classification 1A1.

Deep Sea Fishing. Accommodation is provided for 15.

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,540 cu. ft. and is insulated by waterproofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

The 13-410 is 83 ft. long overall, with a length hp of 73.8 ft., and a moulded breadth of 21.4 ft. The insulated fish hold has a capacity of nearly 4,000 cu. ft. The main engine of the class is a Polish-made

Sulzer diesel developing 570 hp at 750 rpm to give a speed of 11 knots.

Also shown as a model on the Navimar stand was the larger TR-30 stern trawler, a ship 90.6 ft. long overall with a moulded breadth of 25.9 ft. and an insulated hold with a capacity of 8,180 cu. ft. This ship is worked by a crew of 14.

The main engine is a Caterpillar 1338 TA developing 850 hp at 1,235 rpm.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

The 13-410 is 83 ft. long overall, with a length hp of 73.8 ft., and a moulded breadth of 21.4 ft. The insulated fish hold has a capacity of nearly 4,000 cu. ft. The main engine of the class is a Polish-made

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,540 cu. ft. and is insulated by waterproofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

The 13-410 is 83 ft. long overall, with a length hp of 73.8 ft., and a moulded breadth of 21.4 ft. The insulated fish hold has a capacity of nearly 4,000 cu. ft. The main engine of the class is a Polish-made

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,540 cu. ft. and is insulated by waterproofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

The 13-410 is 83 ft. long overall, with a length hp of 73.8 ft., and a moulded breadth of 21.4 ft. The insulated fish hold has a capacity of nearly 4,000 cu. ft. The main engine of the class is a Polish-made

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,540 cu. ft. and is insulated by waterproofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

The 13-410 is 83 ft. long overall, with a length hp of 73.8 ft., and a moulded breadth of 21.4 ft. The insulated fish hold has a capacity of nearly 4,000 cu. ft. The main engine of the class is a Polish-made

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,540 cu. ft. and is insulated by waterproofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

The 13-410 is 83 ft. long overall, with a length hp of 73.8 ft., and a moulded breadth of 21.4 ft. The insulated fish hold has a capacity of nearly 4,000 cu. ft. The main engine of the class is a Polish-made

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,540 cu. ft. and is insulated by waterproofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

The 13-410 is 83 ft. long overall, with a length hp of 73.8 ft., and a moulded breadth of 21.4 ft. The insulated fish hold has a capacity of nearly 4,000 cu. ft. The main engine of the class is a Polish-made

Each ship is powered by a German MWM model TBD-8 diesel engine developing 810 bhp at 750 rpm. Auxiliary power plant consists of two MWM engines driving two Stamford 70 kVA generators.

The main fish hold has a capacity of 6,540 cu. ft. and is insulated by waterproofed expanded polystyrene. There is also a small refrigerated room where bait for the lines is stored.

Also represented by a model at Nor-Fishing was a new vessel at the other end of the size and cost scale. The model was on show outside the M&K engine stand and represented a new and revolutionary type of research trawler which is being built by the Skerfoder yard, in Kristiansund N., for the fishing vessel owner Erik Althinsen.

ively equipped ship over to join the Norwegian fishing fleet.

She is being developed primarily for exploring and test fishing in new areas and probably for new species. The areas will include waters in the Arctic and Antarctic and one of the features of the ship will be a helicopter landing platform constructed above the trawl deck.

Sonar

With an overall length of 101.3 ft., a breadth of 41.3 ft. and a depth of 19 ft., she will have a deadweight capacity of 300 tons. Her main engine will be an M&K type 3M135AK diesel developing 4,200 hp.

In addition to a high-powered hydraulic main trawl which the ship will be equipped with a net drum, Triplex power block and net line. She will carry the latest Simrad echo sounding, sonar and other aids in fish finding.

At the previous Nor-Fishing exhibition in 1974, Simrad announced that it was developing a computer-linked

sonar situation display system for range finding. In this system a mini computer co-ordinates data from a sonar, a speed log, a compass to give a clear compact CRT presentation of a ship's relative to the vessel's own.

Bearing, range, depth, speed and swimming direction of the fish are indicated, and so, too, is the position and course of the vessel.

The computer programmed to keep a sonar tracking the fish; they stay on the CRT screen. During the catching operation, another symbol shows the setting of the net.

At the 1976 exhibition Simrad was able to demonstrate the system during trips into Trondhjem fjord around the computer research vessel.

Described by Simrad as "the most advanced fish finding equipment on the market today", the Sonar Situation Display is now in production. Some vessels have had practical experience of working it and it was clear from the interest among Norway's sailing-club purse seiners the most eventually become dard equipment in the ships.

Another new fish-finding system with a digital achievement in research fishing exhibition in 1974, was from Norway a show in Trondhjem fjord at Krupp Al-

tronik. It could also be seen aboard the large German research stern trawler Walther Herwig which had recently come back from a successful series of test fishing voyages in the Antarctic.

One of the main objects of the expedition by the Walther Herwig, and the commercial stern trawler Wever, was to explore the possibilities for a krill fishery. And to assist the ships in their krill search they were each equipped with the new Krupp Atlas Fischfinder 7301 RS.

Rolling

According to Krupp Atlas, this is the first deep-sea fish finding echosounder to use a phased-array transducer. It means for this system, explains the company, "it is possible to achieve an electronic stabilisation of the transmission and reception beams against the rolling of the ship, very small side heave and a side looking facility. The result of the new technology is a particularly large detection range with an exceptionally high resolution."

The 7301 RS has recorded large single fish at depths down to about 500 fathoms and fish shoals at 1,000 fathoms. Used in the Antarctic, it helped the two German ships observe concentrations of krill both near the surface and also (to the surprise of the observers) at towing depths of 100 to 150 fathoms.

Until these latest probes, experimental trips by the Japanese and the Japanese indicated that catch rates for krill might exceed about 40 tons a day. The Polish research stern trawler Professor Siedlecki is reported to have taken catches at a rate equal to about 100 tons a day. Now, 50 indications from there are that it might be possible to catch up to 200 tons a day.

This will be tested, no doubt, during further voyages at West German super trawlers, by the latest and largest Polish ships, and by other tests from Japanese and Russian trawlers.

If it is proved, it could change the whole prospect of fish finding and would present fish technologists with the enormous challenge of absorbing raw material supplies from the sea taken at rates never before reached in any fishery, other than those used on huge seasonal runs of small pelagic shoal fish.

Until about seven or eight years ago, sharks were custom-built in wood and were priced beyond the means of most fishermen. Today, the shark is a sturdy-built, economically-priced craft moulded in single-skin GRP. They are most likely powered by a marlinised

No one knows the exact meaning of the word nor how it originated, but the "shark" in Norway is usually regarded as a small, compact and versatile fishing boat from around 20 ft. up to about 35 ft. long crewed by one to three men.

Recalling some of the stories which appeared in our columns this week 50 years ago.

SEPTEMBER 25, 1928

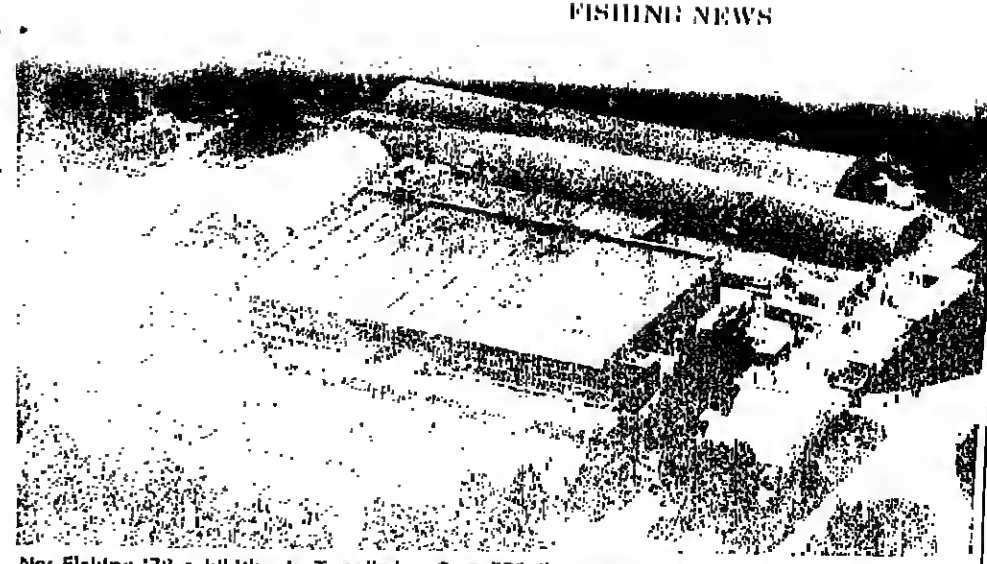
LARGE foreign fleet of steam trawlers reported fishing the Brixham grounds between Start Point and Portland.

BRITAIN, Germany and Sweden to experiment in the North Sea and Baltic with new trawls designed to let small fish escape.

LEAGUE of Rod Cross Societies in Paris announces scheme to offer nudal advice to seamen by wireloas.

NEW quay and 300ft. freshing shed are completed at Yarmouth.

ABOUT 90 team drifters and 30 motor boats leave Fraserburgh for East Anglian herring season.



Nor-Fishing '78 exhibition in Trondheim. Over 500 firms were represented.

Over a thousand fishermen can't be wrong to choose the ANSAX PROPULSION NOZZLE



THE ANGLO SAXON MARINE CONSTRUCTION CO. LTD.

4 Grosvenor Lane London EC3A 5AY England Telephone 01 283 01101 Telex 8011714 Woodside After Hours 01-594 5700

CONSULT THE EXPERTS

BOAT BUILDING TIMBERS

Boats of Oak, Birch, Teak, Mahogany and Oak, all sawn through and through to any thickness. Edging, plating, planing, drying, in long lengths. Complete sets of plans, drawings, and specifications. Delivery to all parts of the world.

W. S. BAIRD & SON LTD. WEST DOCK STREET, HULL Tel: Hull 0482-25566 (5 lines) Telex: 52520

FISHERMEN'S MISSION

SERVING and CARING For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

THIS IS OUR BUSINESS

Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

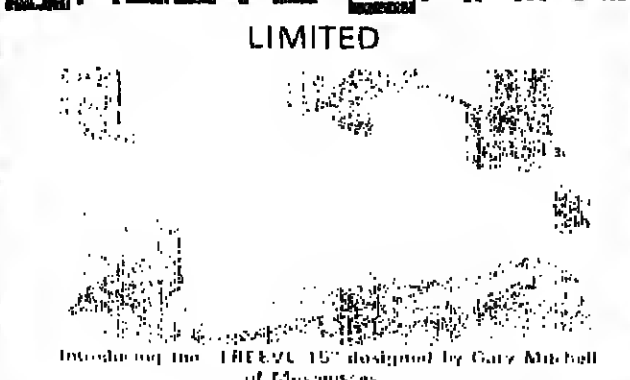
43 Nottingham Place, London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L. Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Patron: H.M. The Queen

REEVE MARINE LIMITED



Including the FREEZE 15" designed by Gary Mitchell of Liverpool.

Overall length 15 ft. Width 15 ft. Depth 15 ft. Weight 15 ft.

PRICE EX ENGINE FROM £860

Boatbuilders and Marine Engineers Reeve Lane, Hayle, Cornwall. Telephone: Hayle 752214

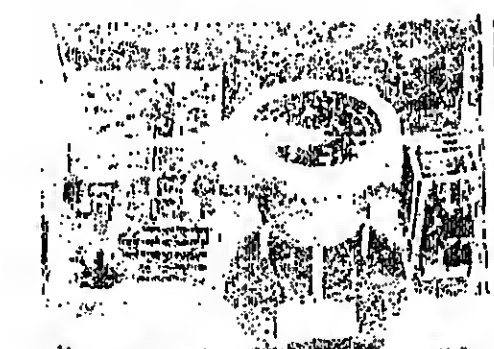


Left: this 37 ft. long GRP 'Westark' powered by a Dutz engine of 280 hp driving a Jacuzzi water jet.

Above: now at Nor-Fishing. This latest electronic gyrocompass for marine use in fishing craft was featured on the stand of Robertson Radio-Elektro.

Below left: stern view of a Polish-built 8-410 small stern trawler. East Germany has ordered 26 of these vessels.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.



Left: this 37 ft. long GRP 'Westark' powered by a Dutz engine of 280 hp driving a Jacuzzi water jet.

Above: now at Nor-Fishing. This latest electronic gyrocompass for marine use in fishing craft was featured on the stand of Robertson Radio-Elektro.

Below left: stern view of a Polish-built 8-410 small stern trawler. East Germany has ordered 26 of these vessels.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.

Below: this two-container port ice plant was shown by Finem Industries of Gimsdal Norway.



NEW lifeboat in be stationed at Kingsdown, Dool. It was previously at Penrhyn, Wales.

MAGISTRATES dismiss offensive odours summons against Grimsby fish meal factory after visiting the plant. It was decided that the smells would not "make people sick", as claimed by the prosecution.

Complete the coupon below for more details and subscription form, without obligation.

TO: ARTHUR J. WIGHAM PUBLICATIONS LTD. LUDGATE HOUSE, 110 FLEET STREET, LONDON EC4A 2JL

Please send me further information about the new FISH FARMING INTERNATIONAL

Name.....

Company.....

Address.....

.....

.....

.....

.....

.....

.....

.....

